

203-011075-002

Original Title Page

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CENTRAL AMERICA DISCUSSION AGREEMENT
FMC Agreement No. 203-011075-002

A Cooperative Working Agreement
(As Defined In 46 C.F.R. 572.104(H))

Date of Last Republication: June 2, 1987

Expiration Date: None



CENTRAL AMERICA DISCUSSION AGREEMENT
FMC NO. 203-011705-002

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ARTICLE 1: FULL NAME OF THE AGREEMENT

The full name of the Agreement is the Central America Discussion Agreement (the "Agreement").

ARTICLE 2: PURPOSE OF THE AGREEMENT

The purpose of the Agreement is through authorization of discussion, consultation and development of consensus to foster commerce, service and stability in the trade while maintaining the parties freedom of competitive action.

ARTICLE 3: PARTIES TO THE AGREEMENT

The parties to the Agreement are:

Association Parties

CROWLEY CARIBBEAN TRANSPORT, INC.
1533 Sunset Drive
Coral Drive, Florida 33143

SEABOARD MARINE, LTD.
1300 N.W. 78th Avenue
Miami, Florida 33126

SEA-LAND SERVICE, INC.
10 Parsonage Road
P.O. Box 800
Iselin, New Jersey 08830

Independent Carrier Parties

NORDANA LINE, INC.
Suite 1000
1235 North Loop West
Houston, Texas 77008

CONCORDE SHIPPING, INC.
929 Bienville Street
New Orleans, Louisiana 70112

NEXOS LINE
601 N. 13th Street
Tampa, Florida 33602

MARINE BULK CARRIERS, INC.
Suite #500
11811 1-10 East
Houston, Texas

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ARTICLE 4: GEOGRAPHICAL SCOPE OF THE AGREEMENT

The geographic scope of this Agreement shall extend, via direct service or transshipment between, on the one hand:

1. Atlantic and Gulf Coast ports of the United States, and, on the other hand:
2. Ports & Points in Costa Rica, Honduras, Guatemala & El Salvador.

ARTICLE 5: AGREEMENT AUTHORITY

(a) The parties are authorized, but not required, to meet, exchange information or otherwise discuss their separate tariffs, rates, service items, rules and service contracts, in the trade, and to reach consensus or agreement thereon but shall, despite any agreement, have no obligation under this Agreement to adhere, other than voluntarily, thereto. The authority of the parties includes, but is not limited to, consideration, to do so, on all aspects of transportation and service in the trade, including rates, charges, classification, practices, terms, conditions and rules and regulations applicable to transportation of cargo in the trade and to service provided in connection therewith, notice periods for changing rates, service items, port-to-port rates, overland rates, inland bridge rates, interior point intermodal rates, proportional rates, through rates, inland portions of through rates, joint rates, minimum rates, surcharges, arbitrations, volume rates, time/volume rates, project rates, freight-all-kinds rates, volume incentive programs, loyalty arrangements or fidelity commission systems, conforming to the anti-trust laws of the United States, consolidation, consolidation allowances, rates on commodities exempt from tariff filing, absorptions, equalization, substituted (alternate port) services, allowances, freight forwarder compensation, brokerage, the conditions determining such compensation or brokerage and the payment thereof, receiving, handling, storing, and delivery of cargo, designation of base ports and points, pick up and delivery charges, free time practices, detention, demurrage, container freight stations, port and inland container yards and container depots, terminals and other points of cargo receipt, vanning, devanning, furnishing equipment to or leasing equipment from shippers/consignees/inland carriers/others, collection agents at destination, maintaining and distributing information and data and statistics and all other practices, rules, regulations, and matters ancillary to transportation of cargo moving within the scope of this Agreement, rules regarding the time and currency in which the parties collect their rates and charges, credit conditions, suspension and restoration of credit privileges, handling of delinquent accounts and interest thereon. The parties may discuss any rate, service item or rule on which independent action has been taken and service contracts,

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if any. The parties will, to the extent required by law or as determined by them, publish and file their own separate tariff or tariffs.

(b) This Agreement does not authorize any common tariffs. The parties are not required hereunder to agree upon, or if they do agree, to adhere to any uniform rates, charges, practices, conditions of service, or other decisions. There is no provision in this Agreement for any sharing of expense or conduct of any collective administrative affairs. Each party shall designate a point or points of entry for receipt of all inter-party communications in connection with the operation of this Agreement.

(c) An agreement made hereunder by an Association Party is an agreement on behalf of and is binding on each member of the Association Party to the same extent that the Association is bound.

ARTICLE 6: OFFICIALS OF THE AGREEMENT AND DELEGATION OF AUTHORITY

There are no officials of the Agreement other than the authorized representatives of the parties who may meet, discuss and/or reach agreement, if they choose to do so under the Agreement.

The persons authorized to file the Agreement or any subsequent modifications thereto with and submit associated supporting materials to the Federal Maritime Commission is Transportation Services, Inc., or such other persons as the parties may hereafter designate in writing.

ARTICLE 7: MEMBERSHIP

Any ocean common carrier or conference of such carriers (as defined in the Shipping Act of 1984) which is regularly engaged as an ocean common carrier in the trade, directly or by transshipment, or which furnished evidence of ability and an intention in good faith to institute and maintain a regular service in the trade, may hereafter become a party to this Agreement by signing the Agreement or a counterpart copy thereof and furnishing the same to the other parties. Prompt notice of admission to membership shall be furnished to the Federal Maritime Commission and no admission shall be effective prior to the date a party's admission is effective in accordance with the regulations of the Federal Maritime Commission.

ARTICLE 8: VOTING

There is no voting under this Agreement. Any consensus or agreement reached some or all parties hereunder shall be a matter of voluntary adherence by those parties choosing to so agree. Provided however, that any matter submitted to Agreement shall be acted upon within two business days following the day of its receipt by the parties.

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ARTICLE 9: DURATION AND TERMINATION OF THE AGREEMENT

This Agreement shall enter into force, and may be implemented, as of the first day it becomes effective pursuant to the Shipping Act of 1984. This Agreement shall continue in effect indefinitely until cancelled by the parties. Any party may terminate its membership in the Agreement by giving thirty (30) days written notice to the other parties. Notice of withdrawal of a party shall be promptly furnished to the Federal Maritime Commission.

ARTICLE 10: AMENDMENTS AND EXECUTION

This Agreement may be modified by unanimous agreement of the parties and any modification hereto shall be executed in writing. If it is executed by separate counterparts, each such counterpart shall be deemed an original, and all of which together shall constitute a single instrument.

IN WITNESS WHEREOF, the parties listed below have caused the foregoing Agreement to be executed on their behalf by their respective duly authorized officer or agent.

ASSOCIATION PARTY

Party: UNITED STATES/CENTRAL AMERICA LINER ASSOCIATION

By: Nathan J. Bayer 6-2-87

Name: Nathan J. Bayer Title: Attorney-in-Fact Date:

INDEPENDENT CARRIER PARTIES

Party: MARINE BULK CARRIER, INC.

By: _____

Name: _____ Title: _____ Date: _____

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ASSOCIATION PARTY

Party: UNITED STATES/CENTRAL AMERICA LINER ASSOCIATION

By: Philip F. Busby

Name: Philip F. Busby Title: Executive Director Date: 12.6.87

INDEPENDENT CARRIER PARTIES

PARTY: MARINE BULK CARRIERS, INC.

By: Michael G. Elliott

Vice-President

Michael G. Elliott

Date: 5 27-87

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Party: NORDANA LINE, INC.

By: Nathan J. Bayer 6-2-87
Name: Nathan J. Bayer Title: Attorney-in-Fact Date:

Party: CONCORDE SHIPPING INC.

By: Nathan J. Bayer 6-2-87
Name: Nathan J. Bayer Title: Attorney-in-Fact Date:

Party: NEXOS LINE

By: Nathan J. Bayer 6-2-87
Name: Nathan J. Bayer Title: Attorney-in-Fact Date:

CENTRAL AMERICA DISCUSSION AGREEMENT

(FMC Agreement No. 203-01175)

SUITE 600
GALLERIA PROFESSIONAL BUILDING
915 MIDDLE RIVER DRIVE
FORT LAUDERDALE, FL 33304-3598

May 29, 1987

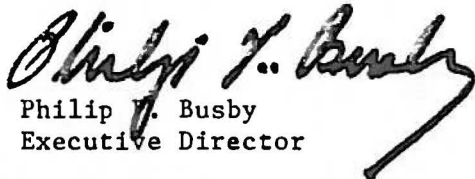
Mr. Nathan Bayer, Esquire
FREEHILL, HOGAN & MAHAR
80 Pine Street
New York, N.Y. 10005

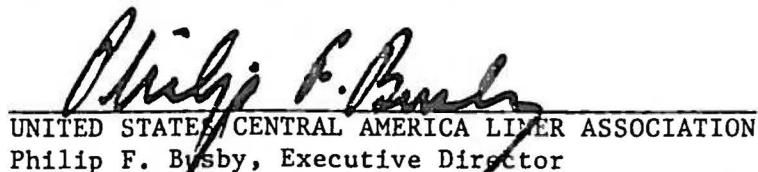
Dear Nathan:

This is your authority to file with the Federal Maritime Commission the appropriate documents necessary to add Marine Bulk Carriers, Inc. as a new member to the Central America Discussion Agreement and to eliminate Equadorian Line, Inc. and Flagship Container Line, Inc. since they are no longer members of the Agreement.

Regards,

CENTRAL AMERICA DISCUSSION AGREEMENT


Philip V. Busby
Executive Director


UNITED STATES CENTRAL AMERICA LINER ASSOCIATION
Philip F. Busby, Executive Director